

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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THURSDAY, JANUARY 7, 1904.

四拜禮

號七月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$10,000,000
RESERVE LIABILITY OF PROPORTION \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michell, Esq. C. A. Thomas, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on a FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. J. Laus, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903.

THE
DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 1st September, 1903.

TO LET.

NO. 1, RIFON TERRACE in FLATS.

NO. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWN No. 34, BLUE BUILDINGS.
GODOWNS: PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1903.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

TO LET.

CHEAPEST HOUSES in the COLONY.

MORRISON HILL GAP ROAD. Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD: Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903.

Hongkong, 12th September, 1903.

GUARANTY TRUST COMPANY OF NEW YORK

(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$1,180,000

U.S. Gold
Gold, \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per annum.
On Fixed Deposits:
For 3 months 2½ per annum.
" 6 " 3½ " " "
" 12 " 4½ " " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTON NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.
4½ " " " 6 " " "
5½ " " " 12 " " "

E. W. RUTTER,
Manager.
Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3½ " " "
" 3 " 3 " " "

T. P. COCHRANE,
Manager.
Hongkong, 24th December, 1903.

Hongkong, 24th December, 1903.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON AND ANTWERP VIA
SINGAPORE, PENANG, CEYLON About 11th January } Freight and
COLOMBO, PORT SAID and C. F. Lockstone, R.N.R. } Passage.
MARSEILLES

YOKOHAMA VIA SHANGHAI, PALMA About 11th January } Freight and
MOI and KOBE. G. W. Cockburn, R.N.R. } Passage.
(Passing through the Inland Sea).

SHANGHAI MALTA About 15th January } Freight and
C. L. Daniel } Passage.

LONDON, &c. COROMANDEL Noon, 16th January } See Special
G. M. Montford, R.N.R. } Advertisement.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORT;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH-AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

BAVERN WEDNESDAY, 20th January, 1904.
SACHSEN WEDNESDAY, 23rd February, 1904.
GERA WEDNESDAY, 17th February, 1904.

SEYDLITZ WEDNESDAY, 2nd March, 1904.
ROON WEDNESDAY, 16th March, 1904.
PREUSSEN WEDNESDAY, 30th March, 1904.

HAMBURG WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 20th day of January, 1904, at Noon, the Steamship
"BAVERN," of the NORDDEUTSCHER LLOYD, Captain H. Förmes, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 6th January, 1904.

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND
FOR TWENTY YEARS.

NAPIER JOHNSTONE'S
BOTTLE WHISKY.

LANE, CRAWFORD & CO.
Gutter, Palmer & Co., London.
AGENTS
HONGKONG.

AS SUPPLIED TO THE LEADING CLUBS AND HOTELS.
PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.
Hongkong, 2nd January, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.

For Particulars apply to
THE MANAGER.

NOTICE
TO THE WEARIED.

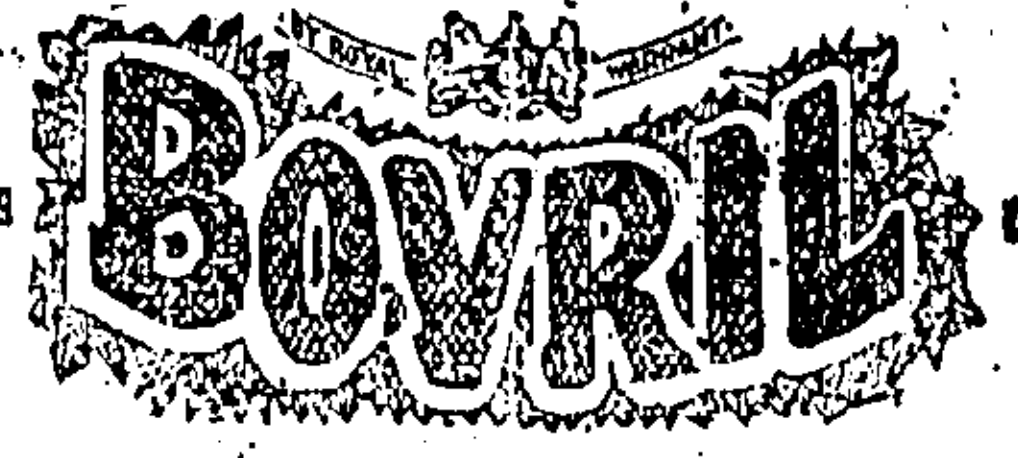
There is no nicer place to spend a few days in quiet rest, than
MACAO.

And there is no more Comfortable Hotel in the Far East, than the
MACAO HOTEL.

Wm. FARMER,
Proprietor.

Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soups, sauces, gravies
and entrees.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LINE STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chofoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Mardzura, Kure, Shimonoseki, Moji, Wakamatsu,
Karatzu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways: Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujingata, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

AQUARIUS COMPANY.

The Aquarius Company's Table Waters are made of
pure treble distilled water only.

Absolute purity can only be obtained by distillation.

AQUARIUS MINERAL WATER.
SILENT WATER.
TONG WATER.
GINGER ALE.
GINGER BEER.
LEMONADE.
LITHIA WATER.

CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS.

15, Queen's Road,
Hongkong, 12th December, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
Dr. AUER von WELSBACH Co.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

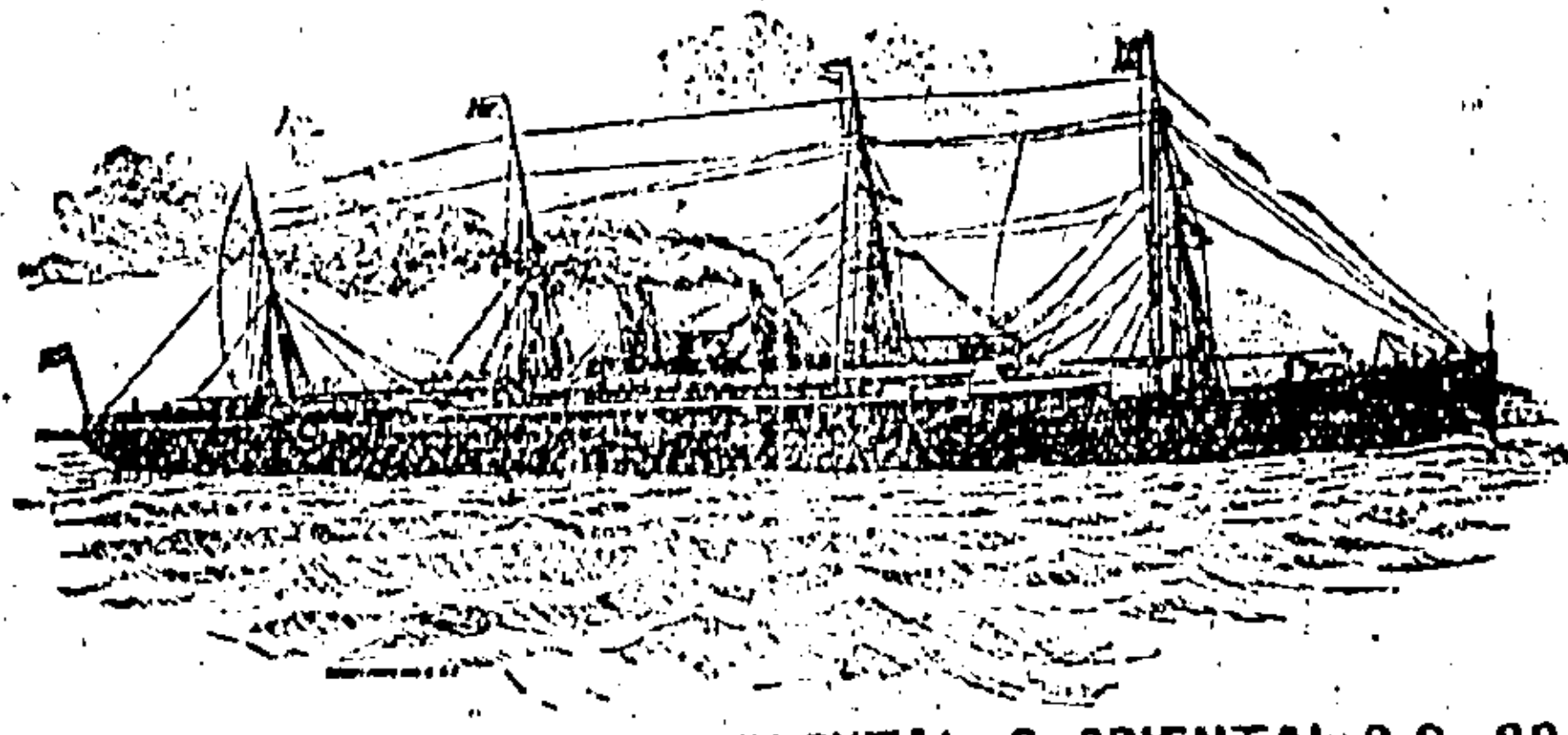
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

431

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.		
"HONGKONG MARU"	6,307 Gross Tons.	SATURDAY, 9th January, at Noon.
"ALGOA"	7,374 "	THURSDAY, 14th January.
"CHINA"	5,350 "	WEDNESDAY, 20th January, at Daylight.
"DORIS"	4,781 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,234 "	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307 "	WEDNESDAY, 2nd March, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,295 "	SATURDAY, 19th March, at Noon.

*Via MACAO.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

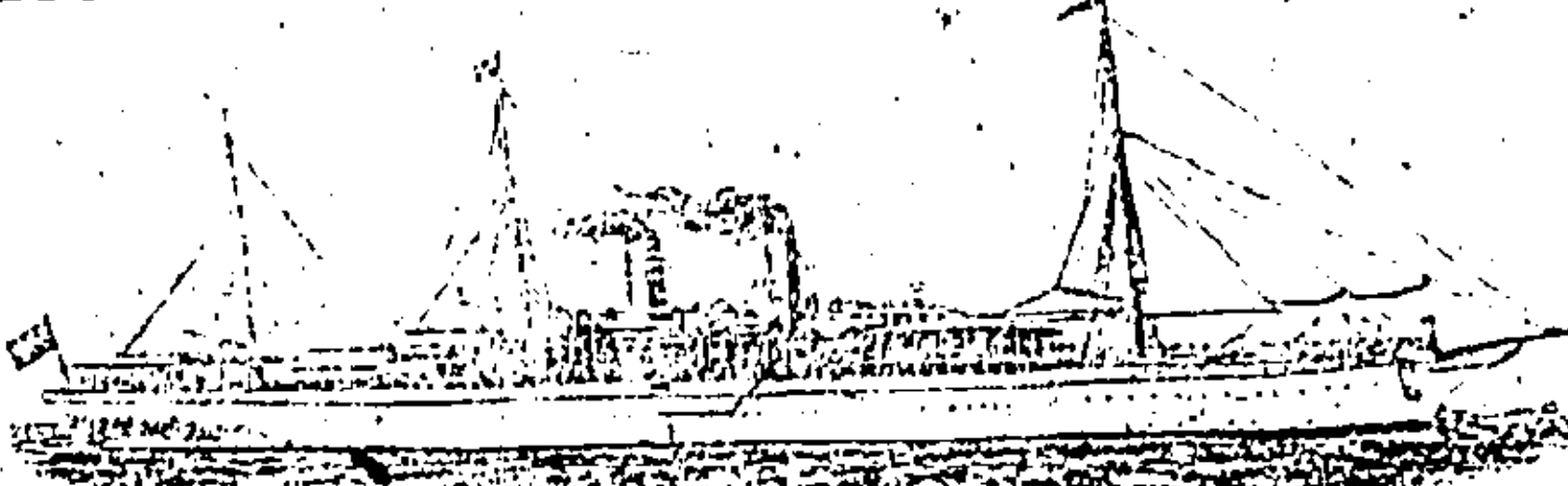
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to S. Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 6th January, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th January.

"ATHENIAN" ... 3,882 " ... WEDNESDAY, 27th January.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 10th February.

"TARTAR" ... 4,425 " ... WEDNESDAY, 24th February.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 9th March.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... £62.

Hongkong to London, Intermediate ... £40.

Steamers, and 1st Class Rail ... £42.

THE magnificent twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 1st January, 1904.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES. Freight and Passengers.

SAVOIA ... ROTTERDAM AND HAMBURG. ... 10th January. Freight.

AMBRIA ... (Calling at SINGAPORE and COLOMBO). ... 15th January. Freight.

WURZBURG ... (Calling at SINGAPORE and COLOMBO). ... 30th January. Freight and Passengers.

ALESIA ... (Calling at SINGAPORE and COLOMBO). ... 6th February. Freight.

SITHONIA ... (Calling at SINGAPORE and COLOMBO). ... 23rd Feb. Freight.

BAMBERG ... (Calling at SINGAPORE and COLOMBO). ... 8th March. Freight.

Miltzoff ... (Calling at SINGAPORE and COLOMBO). ... 8th March. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 4th January, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	4,353 tons.	Captain H. D. Jones.
"POWAN,"	4,353 "	" G. F. Johnson, R.N.R.
"FATSHAN,"	4,250 "	" A. G. Jones.
"HANKOW,"	3,973 "	" L. V. Jones.
"KINSHAN,"	2,860 "	" J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. (Sunday		
Do. from Macao to Hongkong daily at 8 A.M. (Sunday		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about		
7:30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-YUENHAI LINE.

S.S. "SAINAM,"	588 tons.	Captain R. Branch.
"NANNING,"	509 "	" C. Huchart.
"FAK HING,"	518 "	" R. D. Thomas.

Departures from Canton and Yuenhai about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

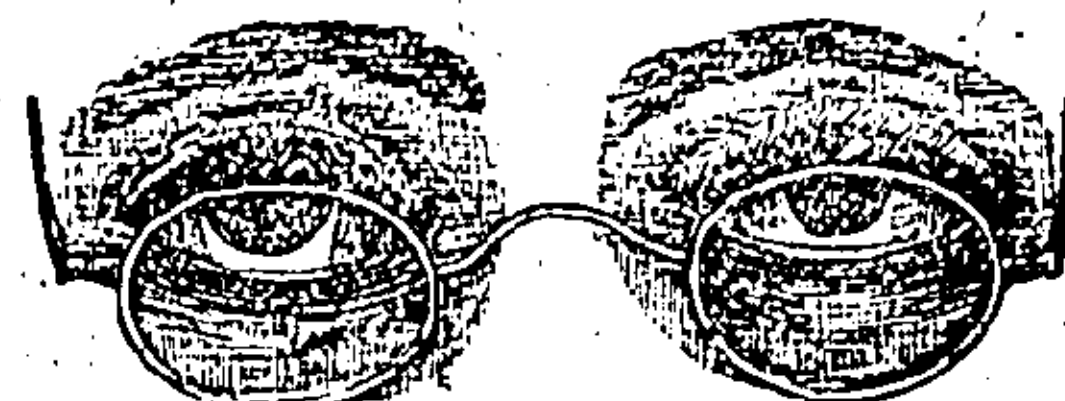
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.86 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Buildings.

50)

TSU FAN,
DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 5th January, 1904.

50)

HANG ON,

GENERAL STORE.

WINE AND SPIRIT MERCHANTS,

101, QUEEN'S ROAD CENTRAL,

HONGKONG.

HAVE always on hand a Large Assortment of PROVISIONS of every Description, MECHANICAL TOYS, ELECTRO-PLATE GOODS, GORZ TRIEDER BINOCULAR GLASSES, PERFUMERY, &c., &c. Customers are respectfully invited to inspect our Show Rooms.

ALL GOODS ARE MARKED

AND

PRICES FIXED.

Hongkong, 5th January, 1904.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

50)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles 'all being' tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1903.

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CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Voeux Road, on SATURDAY, 16th January, 1904, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 13th January, 1904, to SATURDAY, 16th January, 1904, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th January, 1904.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's OFFICES, Victoria Buildings, on WEDNESDAY, 20th January, 1904, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903. The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, 15th January, to WEDNESDAY, 20th January, (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited, General Agents for the Kowloon Land and Building Company, Limited.

Hongkong, 5th January, 1904.

[8]

DEUTSCHE WEINGESellschaft
DUHR & CO., COELN.

STOCK ON HAND OF AHRLEICHART, a red Ahr Wine at \$18.50 GRAACHER, Moselle ... at \$16.50 LAUBENHEIMER, Hock ... at \$15.00 All per Case of 24 Quarts. Price Reductions for Large Orders. GROSSMANN & CO. Hongkong, 16th October, 1903.

[1259c

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities. Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903.

[14

JUST LANDED
AND NOW ON SHOW.

BRUSHES! BRUSHES! BRUSHES!

VARIED ASSORTMENT OF TOOTH

BRUSHES of Various Sizes.

SHAVING BRUSHES.

SHOE BRUSHES.

STOVE BRUSHES.

PRICES VERY MODERATE.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

and

36 to 38, Elgin Road, Kowloon.

Hongkong, 6th January, 1904.

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THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

"EMPRESS OF INDIA" - "KWANG TAI" COLLISION.**JUDGMENT.**

Following is the judgment:-

This is a suit for damage by collision instituted by the Imperial Chinese Government as owners of the Chinese cruiser *Kwangtai* against the owners of the British Royal Mail Steamer *Empress of India*, the Canadian Pacific Railway Company.

The collision took place between 11.45 and 11.50 on the night of the 17th of August last, off the coast of China between the Lamocks and Breaker Point. The cruiser received such injuries that she sank in about an hour and forty minutes after the collision. In the meantime the mail steamer stood by, and sent boats to the rescue of those on board the cruiser, and 171 out of a total of 184 were saved. The mail steamer remained near the spot until there was no longer any hope of saving life, and wherever the responsibility may fall for the collision or the effects of the collision, it is fully acknowledged that the mail steamer did all that could be done for the rescue of those on board the cruiser.

At the time of the collision both steamers were bound from Whosung to Hongkong, and it is common ground that up to about half an hour before the collision and for some time previous they had been on the same or nearly the same course (about S. 65 W. true), the cruiser ahead of the mail steamer, and the mail steamer following her and overtaking her, and that the lights of each vessel were burning brightly.

The story of the cruiser is that she was steaming about nine knots through the water, that at eleven o'clock her course, which was then W.S.W., or S. 62 W. true, was changed to W. by S. 4 S., or S. 65 W. true, and kept at that till the collision, that the lights of the mail steamer were first seen something over an hour before the collision, that they were then directly astern and remained directly astern or a little on the port quarter of the cruiser until the time of the collision.

The story of the mail steamer is that at 9.30, five miles after passing the Lamocks, the course was changed to S. 65 W. true, and that soon after that change of course, that is to say, about two hours before the collision, the stern light of the cruiser was seen nearly ahead, slightly on the starboard bow, about one degree or so, enough to say it was on the starboard bow, and not on the port bow, that at 11.35, about ten minutes before the collision, it had opened out about one point or a little more on the starboard bow, and that the course of the mail steamer was then changed four degrees to starboard or to S. 69 W. true.

Ten minutes after that change of course on the part of the mail steamer, a change which made the course of that steamer converge with the course of the cruiser as given by those on board the cruiser, the collision took place, and evidence having been given by the cruiser, the overtaken vessel, that she kept her course, the rule with regard to the burden of proof in the case of overtaking and overtaken vessels as laid down by Sir R. J. Phillimore in the case of the *Chanor* and the *Leverington* (1878) (41 L. J. Ad. 58) applies, where he said: "I am of opinion that the two vessels are within the rule that one vessel overtaking another shall get out of the way of the other. A prima facie case has been made out on behalf of the plaintiffs, and the defendants have therefore, as in the case of a ship at anchor, the burden cast upon them of showing excuse for the collision."

This burden the defendants in the present case endeavour to discharge. They allege that the mail steamer would have passed the cruiser at a distance of about a quarter of a mile, had not the cruiser starboarded her helm and run into the mail steamer. An explanation is given for the cruiser starboarded. It is said that when the mail steamer was overhauling the cruiser, and shortly before the latter was observed to be starboarded, a junk was seen ahead on the mail steamer's starboard bow in such a position as to be slightly on the cruiser's port bow, that the cruiser appeared to starboard in order to avoid the junk, although her proper manoeuvre would have been to port, but having starboarded there was still room for her to have resumed her course, but this she did not do, but persistently kept on a starboard helm, swung round rapidly to port and so brought about the collision.

The defence of the mail steamer is rested upon this statement. The fact whether the conduct of the cruiser was such as here described, whether she starboarded and ran into the mail steamer, is directly put in issue between the parties to the suit, and the testimony of the witnesses on one side and the other appeared so conflicting that it would have been extremely difficult for the Court, unaided by nautical considerations to form an opinion which statement is entitled to credence. I therefore requested the naval gentlemen, with whose assistance I have been favoured, to give me their opinion upon the probabilities of the respective statements in issue.

They are clearly of opinion that the statement of the cruiser is correct and that the cruiser did not starboard, and having heard and considered their reasons and carefully considered the evidence, I entirely concur in, and adopt their opinion.

Taking the courses as given by the respective vessels—and according to the judgment of the Privy Council in the case of the *Rast Lothian* (Lushington 241) "the courses of the vessels ought to be taken from the persons on board of each of them respectively, as likely to be more correctly known by them than by the other party"—these have been laid down, and converge at the place of collision. So far then as concerns the courses of the two vessels as given by them respectively, the fact of the collision is sufficiently explained.

But from the statement put forward on behalf of the mail steamer of what was seen from the mail steamer we are asked to infer that for some time before the collision the course of

the cruiser was not that which those on board the cruiser say it was.

On the chart put in showing the course of the mail steamer for about four hours before the collision there is a separate plan showing the course of the mail steamer for twenty minutes before the collision, and the course of the cruiser as inferred from what was observed by those on board the mail steamer. This plan gives a graphic statement of how according to the contention of the mail steamer the collision was brought about.

Up to 11.28 the two steamers are put as upon almost the same course, the cruiser at S. 65 W., and the mail steamer at S. 65 W. The mail steamer keeps that course until 11.38, when her course is altered to S. 69 W. At 11.45, in consequence of her helm being starboarded half a point when a junk was reported on the starboard bow, her course is given as altered to about S. 63 W. and that course is kept until 11.46.40, the helm being then put hard a starboard to avoid the collision.

The course given to the cruiser up to 11.28 is that given by the cruiser. But from 11.28 a different course is assigned to her. From 11.27 until the time of the starboarded with which she is charged the cruiser's course is put at S. 71 W. At 11.28 the stern light of the cruiser is put at one point on the mail steamer's starboard bow. The cruiser's course, it is stated, was then observed to be altering to starboard, and at 11.38 before the alteration of the mail steamer's course the stern light of the mail steamer is put at thirteen degrees on the latter's starboard bow. The course of the mail steamer is then altered to S. 69 W. true.

At 11.45 the stern light of the cruiser is put at twenty-seven degrees on the mail steamer's starboard bow at a distance of about 700 yards. At 11.46.40 the stern light of the cruiser is put at forty-eight degrees on the mail steamer's starboard bow at a distance of about 450 yards. She is shown as swinging round to port. It is at this juncture that the helm of the mail steamer is put hard a starboard, and at 11.48 the two steamers are shown in collision, bow to bow, the cruiser having crossed the course of the mail steamer having also got to the south of her course and heading about S. 33 W., the angle at which they are put down as meeting being an angle of about forty-five degrees. The speed of the vessels in this plan is taken at 14 knots for the mail steamer and 10 knots for the cruiser.

If it could be shown that the main facts stated or assumed in this presentation of the relative courses of the two vessels are necessary to explain the evidence given by the witnesses from the mail steamer on matters of fact and not of opinion, we should be driven as the learned Counsel for the mail steamer urged we should be driven to the conclusion that the witnesses on one side or the other had perjured themselves. But, as laid down by Dr. Lushington in the case of the *East Lothian* "we must always in these cases endeavour to come to a conclusion without imputing perjury to one side or the other," and in this case I think we can do so.

But first we have to see whether this presentation of the case is consistent with all the facts and circumstances as stated by the witnesses from the mail steamer. The following general statement of what happened was entered in the official log of the mail steamer the day after the collision. (To be continued.)

Intimations.

THE ROBINSON PIANO
HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS
AND
BABY ORGANS
GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS
\$450

CASH CREDIT

Hongkong, 6th January, 1904.

Intimations.**CONFIDENCE.**

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, etc.—Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results; my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint. Effective from the first dose. Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:-

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports in fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to **W. STUART HARRISON, A.M. INST. C.E., Manager**
Hongkong, 2nd April, 1903.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to **APPEAL** to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1904.

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 8th January, 1904, at 11.30 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), SUNDRY

HOUSEHOLD FURNITURE, Comprising: PLUSH-COVERED DRAWING ROOM SUITE, SINGLE IRON BEDSTEAD with WIRE and RATTAN MATTRESSES, MARBLE-TOP TABLES, TEAKWOOD SIDEBOARD and OVERMANTEL with BEVELLED GLASS, DINNER WAGGONS, ICE CHEST, CHAIRS, CUT-GLASS MIRRORS, BOOKCASES, TEA TABLES, &c., &c.; ALSO A Quantity of BOOKS and CLOTHING and ONE NEW BICYCLE. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 7th January, 1904. [90]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 9th January, 1904, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), A QUANTITY OF PHOTOGRAPHIC APPARATUS, Comprising: KODAKS and CAMERAS, LENSES, PLATE HOLDERS, DEVELOPING DISHES, STANDS, SENSITISED POST CARDS, ENLARGING CAMERAS, &c. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 6th January, 1904. [89]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on SATURDAY, the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET, A QUANTITY OF HOUSEHOLD FURNITURE, AND ONE COTTAGE PIANO, By JOHN BRIMSHEAD & SON. (Particulars can be seen from Catalogue). TERMS:—As Customary. On View from FRIDAY, the 8th instant. GEO. P. LAMBERT, Auctioneer. Hongkong, 6th January 1904. [84]

Notices of Firms.**NOTICE.**

WE have authorized Mr. L. M. H. BOISEREE from this Date to sign the Firm. LUTGENS, EINSTAMANN & CO. Hongkong, 1st January, 1904. [70]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES. SIEMSEN & CO. Hongkong, 1st January, 1904. [67]

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON. VICTOR H. DEACON. 10, QUEEN'S ROAD, Hongkong, 1st January, 1904. [65]

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and Myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old Garden Club Premises). JOHN HASTINGS. Hongkong, 1st January, 1904. [66]

For Sale.**FOR SALE.**

HEATH'S PATENT HEZZANITH BELL SEXTANTS. Other Makers; HUGHES, CARY & POTTER, &c., to be sold cheap. Apply— "BOX," C/o Hongkong Telegraph Office. Hongkong, 22nd December, 1903. [1535]

FOR SALE.

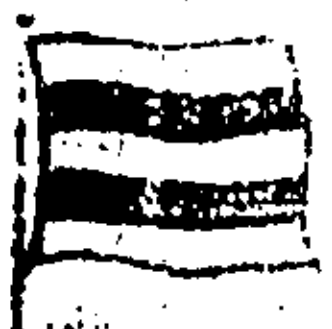
INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers. INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices. Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock. TAI KWONG CO., 55, Lyndhurst Terrace, Hongkong, 1st January, 1904. [151]



TAI KWONG CO., 55, Lyndhurst Terrace, Hongkong, 1st January, 1904. [151]

Mails.**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 9th Jan., at Daylight.
RIQJUN MARU F. L. Pyne	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 12th Jan., at 4 P.M.
KAMAKURA MARU H. Peterson	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at Daylight.
BOMBAY MARU T. Murali	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at Noon.
NIKKO MARU E. W. Haswell	SYDNEY, MELBOURNE, ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 23rd Jan., at Daylight.
KACOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at Noon.

* Though Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.**PAQUEBOTS-POSTE FRANCAIS.****NOTICE.**

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Calendonia* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 11th January, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 31st December, 1903. [9]

NORTHERN PACIFIC STEAMSHIP COMPANY.**BOSTON STEAMSHIP COMPANY.****BOSTON TOW-BOAT COMPANY.**

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904.
<i>Lyrat</i>	4,417	G. V. Williams	Jan. 15
<i>Olympia</i>	2,812	A. Dixon	Feb. 11
<i>Shawmut</i>	9,606	W. M. Smith	Feb. 19
<i>Tacoma</i>	2,812	M. Ridley	Feb. 26
<i>Victoria</i>	3,502	J. Truebridge	Mar. 16
<i>Trenton</i>	9,606	T. W. Garlick	Mar. 25

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further Information as to Freight or Passage, apply to **DODWELL & CO., LIMITED, General Agents, Hongkong, 6th January, 1904. [72]**

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO. Hongkong, 28th May, 1895. [32]

To be Let.

TO LET. FIRST AND SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31st, 1904, at present occupied by Messrs. POWELL & CO., and the COMMODITY HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to— YEE SANG FAT, at the above Address. Hongkong, 3rd December, 1903. [1554]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

"COROMANDEL," Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at 4 P.M. on the same day, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to **E. A. HEWETT, Superintendent. Hongkong, 4th January, 1904. [14]**

Hotel.**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the "MANAGER."

110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 63

TELEGRAMS.

(Reuters.)

The New Japanese Cruisers.

LONDON, 5th January. The legal formalities connected with the transfer of the Argentine cruisers are completed. The Japanese Legation said yesterday that the work on them continues day and night and when they sail, they will be ready for action. As it is impossible on account of time, to get crews from Japan, the cruisers will probably sail under the command of several Japanese naval officers, now in Europe, with European crews. The Japanese Naval Attaché, who is arranging the matter, suggests preference being given to men volunteering from Great Britain.

LATER.

Russia and Japan.

According to information from official sources in St. Petersburg, the Russian reply is most conciliatory; some of the Japanese proposals are accepted and others are made the subject of extended observations (sic) and met by counter proposals. It is hoped in official circles that the considerable concessions made to Japan will prove acceptable and that the Emperor will be able to announce that peace is assured on Thursday, which is the Russian Christmas.

Telegrams from St. Petersburg mention the holding of a Grand Council, presided over by the Tsar, at which several Grand Dukes, M. de Witte and the leading Ministers were present. It is supposed that the reply to Japan was drafted at this Council.

One hundred and fifty Japanese officers and sailors leave London to-day for Genoa.

The United States and China.

Mr. Shaw has recommended the House of Representatives at Washington to establish a Consul-General at Mukden and a Consul at Antung.

(Deutsche Japan-Post.)

Russia and Japan.

Berlin, 25th December.

According to a telegram from the Russian Commercial Telegraph Bureau, Japan's reply to the Russian Note has arrived in St. Petersburg. It is generally believed that the pending negotiations will not be interrupted, both sides observing a peaceful attitude. The *Cologne Gazette* reports that the Grand Duke Alexander Michailowitch, together with other distinguished persons, are exercising their influence to prevent any outbreak of war, or at least to postpone the conflict by transferring the negotiations from Tokyo to St. Petersburg. From London the *Frankfort Gazette* learns that Russia is meeting Japan in regard to Korea, only to gain time to properly prepare for war. Japan demands territorial concessions in Korea as safeguards against any seizure by Russia in the future. The Government in Berlin does not share the pessimistic views of the Anglo-French press.

THE ARREST OF A CAPTAIN AT MOJI.

FURTHER REMARKABLE ALLEGATIONS.

With regard to the arrest of Captain Warneke of the *Hilse Rickmers*, at Moji, we (*Kobe Chronicle*) have received a statement from a reliable source that adds some further particulars to a remarkable case.

According to the information reaching us, while the German steamer *Hilse Rickmers* was at Moji at the beginning of this month, a dispute arose between the captain and his Chinese crew about their wages. The Chinese attempted to desert, and assaulted two German sailors on watch who were ordered to prevent their escape. They attacked the sailors with buckets and pinnings, but were overpowered and locked up in the fore-castle by order of the captain, who, it is claimed, was fully entitled to take this measure according to German and Japanese law. The following morning the Chinese crew quietly resumed their work, with the exception of the ringleaders, who had received trifling wounds during the assault on the previous day.

The wounded Chinese went on shore and made a complaint, and the Japanese police, whose assistance the captain had called a few days before, came again on board on the 10th ult. and arrested the captain and the first and second officers. The officers were allowed to return on board the same evening, but the captain was kept in custody in the prison of the police station for about thirty-six hours. During the first twenty-seven hours it is alleged that he was left without food or drink, and the meals forwarded to him from this steamer did not reach him. He was kept alone in a small room not remarkable for cleanliness, with only a few dirty blankets for the night. As it was bitterly cold at night the captain was obliged to walk up and down during the whole night to keep himself warm.

Perhaps the most serious allegation against the police is that when he was conducted to the police office next morning in order to be again examined, a policeman kicked him in such a way that he was thrown against the wall, whereupon the Japanese present laughed and made remarks.

Eventually Captain Warneke was released during the evening of the 11th on bail of 200 yen, whilst the Chinese crew, who had also been kept in custody by the police, were sent on board on the 12th after repeated requests from the Consulate at Nagasaki. In sending these men back the police acknowledged that the Chinese on shore were deserters. This interference of the Japanese police delayed the departure of the German steamer for three days, thus causing great loss.

We insert this statement as it reaches us, but we can hardly credit the allegation that Captain Warneke was allowed to remain in a cell for thirty-six hours without food or that he was kicked by a policeman when brought up for examination. "Without food" may mean without food suitable for a European. However, the facts stated apart from this would seem to indicate the necessity of a full inquiry being made into the whole of the circumstances.

THE BOXING CONTEST.

AT THE CITY HALL.

There was an enthusiastic audience at the Theatre Royal last evening, though, owing to the short notice given, the house was not as crowded as it has been on some of the previous occasions. An excellent entertainment was provided and local sportsmen were largely in attendance.

NICHOLS v. BERGEN.

The first competition consisted in a ten round bout between Nichols of the *Glory* and Bergen of the *Tamar*, their respective weights being 10 st. 10 and 11 st. 8. Both men went to work with a will and did some pretty sparring, though Bergen seemed off-colour and did not do such good work as on previous occasions. Indeed his performance was a disappointment to those who had witnessed his skillful and powerful display in a contest with Blanford of the *Leviathan* on the 17th ultimo. Nichols was in fine condition, and made the most of it. He opened in all the rounds and, though not so quick on his feet as his opponent, followed up his advantages with praiseworthy alacrity. Both men went down in the first round and spectators looked forward to a tough struggle; but Bergen began to fall away rapidly and was eventually knocked-out in the fifth round with a right on the point of the jaw. He was counted out, and was rising when Nichols, probably under the impression that he was up to time, advanced and struck him again. A foul was given and Bergen was announced as the winner by the Referee, Mr. Sam Newman.

TURNER v. SMITH.

This was an eight-round bout between Turner of the *Albion* (8 st. 3) and Smith of the *Eclipse* (8 st. 2). In the first round it was evident that Turner was considerably over-matched, both in skill and weight, by his opponent, and he had not been in the ring a minute before he was downed by a neat uppercut from his opponent. He hunched up, however, in the second and did his best to hold his own. Honours were about equal, but Turner was declining visibly. During the remainder of the contest Smith merely played with his opponent, who could not get in a blow. He was knocked out in the third round and the fight was decided in favour of Smith. Turner displayed admirable pluck in holding on so well to an antagonist who was much his superior in weight and science.

LAYTON v. BUTLER.

The next contest was a fifteen-round bout between Layton of the *Albion* (bantam-weight) and Butler of the *Forsters* (light-weight champion of North China). Both men went at it hammer-and-tongs from the outset and a good deal of hard slugging was indulged in on both sides. Butler, who made small use of his right and kept on plugging away at his opponent's heart with his left, received a lot of punishment. However, he seemed to like it and came up smiling each time, which somewhat disconcerted Layton, who, though undoubtedly the better man, began to show evident signs of fatigue towards the end. Both men were on their legs at the end of the fifteenth round, though Butler was visibly groggy, but still full of pluck. The contest was awarded to Layton on points. The winner is to come in the ring again on the 9th inst., and judging from his conduct yesterday he is likely to provide an excellent exhibition.

CHRISTIE v. ST. CLAIR.

The main event of the evening was a contest between Charles St. Clair, Champion of Brooklyn, and J. Christie, a local amateur, whom the professional undertook to stop in eight rounds. Both men looked very fit when they came into the ring. Christie's weight being 11 st. 4 and St. Clair's 13 stone. Mr. Sam Newman acted as Referee, and Mr. W. Waters, as M.C. Both men were cheered as they came into the ring, though the enthusiastic reception given to the local man showed that the majority of sympathy was with him.

First Round: St. Clair feinted and led getting in a heavy right on the head. Christie rushed in and landed a left on the jaw and a right on the body. The men closed, St. Clair being on the ropes in the clinch. On breaking away the American attacked swiftly and Christie was driven to the ropes in his turn, but got out by dodging cleverly under his opponent's arm. Some sparring now took place and St. Clair rushed in and landed his left on the amateur's kidneys, and his right on the chest. Christie returned the compliment, and for a few seconds it was a ding-dong give and take. The local man was driven to the ropes, but ducked cleverly and got back to the middle. Some quick sparring was going on when the gong went.

Second Round: St. Clair opened vigorously and drove Christie to the ropes. He took some punishment, the Yankee feinting his jaw with a vicious left. The local man dodged cleverly away again, rushed in and landed a left and right which sent St. Clair down, though he swiftly recovered and went for Christie hammer and tongs. The Yankee got in some heavy body blows, but the amateur dodged splendidly and avoided hard punishment. There were several clinches in this round. The men were sparring as the gong sounded.

In the third and fourth rounds, St. Clair did all the work, Christie playing for time, though he was quick at the *riposte*, on an opening, and several times landed a heavy left on the American's jaw. The local man got most of the punishment and would have got more had he not been wonderfully quick on his legs and extremely smart at dodging the rushes of his powerful opponent.

Fifth Round: This was a fast encounter, St. Clair, trying to force the fighting, succeeded in getting in some telling body blows, which got him on Christie notwithstanding his clever tactics. Towards the end of the round he showed signs of being fatigued. He, however, got a left on the ear and another on the nose of the professional.

Sixth Round: Christie had evidently recovered and came up fresh and smiling. St.

Clair led off with a hard left and Christie rushed in and clinched. On the break, the Yankee got in his right on the face and the local man had to dodge to avoid going to the ropes. St. Clair rushed again, Christie ducked and got in a kidney blow with the right. The amateur then attacked, driving the professional to the ropes. There was a clinch and, on breaking away, St. Clair landed a heavy right on Christie's jaw bringing him to his knees as the gong went.

Seventh Round: St. Clair meant business, rushed his man and lead off with his left. Christie dodged and closed in to a clinch. St. Clair rushed again and again, the amateur dodging or closing in. There were several clinches. Christie stopped one of the rushes with a heavy left on the eye. Both men received a good deal of punishment, but St. Clair was the fresher of the two at the end of the round.

Eighth Round: St. Clair again adopted his rushing tactics and Christie did some clever dodging. He was however forced to the ropes, got some punishment and nearly fell. He ducked cleverly, however, and got back to the middle of the ring. St. Clair got in his left on the kidneys. The amateur opened with his left, but St. Clair dodged cleverly. Christie got in his left on the face, the Yankee rushed in and there was a clinch. St. Clair then tried a rushing attack which Christie dodged, after receiving a right on the face and heavy left on the body. The amateur, as throughout, fought for time and evaded his opponent's attacks skilfully, but without receiving some punishment. Time was called as both men were sparring. St. Clair having failed to knock his opponent out in the stipulated number of rounds, Christie was declared the winner.

The match was an interesting one and, from all appearances, St. Clair seemed to be the better man; though it was impossible to judge, what Christie might be capable of in a regular fight, for it was his game to lay low and fight for time, which he did very cleverly. Both men proved themselves to be fast and expert boxers with plenty of grit and staying power.

At the close, J. J. Ryan challenged St. Clair to a contest for \$1,000 a side. It was rumoured that this is to come off on the first Saturday in February, though the conditions were not mentioned.

REAR-ADMIRAL YATES STIRLING.

The Commander-in-Chief of the U.S. China Squadron, Rear-Admiral Yates Stirling, who arrived on the 5th inst. in the cruiser *Rainbow* from Cavite, came on shore this morning to pay the customary official visits. At 10.45 a.m. the Admiral's gig, towed by a steam-pinnace from the *Rainbow*, came alongside Blake Pier. A guard of honour, consisting of a company of the Sherwood Foresters, with the Band and colours, carried by Second-Lieut. Milward, under command of Lieut. Hodgson was in attendance, and Mr. R. M. Hobbs, the U.S. Deputy Consul, met the Admiral at the landing-stage. The following officers accompanied the Commander-in-Chief, Lieut. Yates-Stirling, son of the Admiral, and Lieut. L. G. Palmer. As the distinguished visitor passed before the guard of honour, he was saluted by the troops and colours and the Band played a few bars of a royal march. The Admiral and his suite proceeded to Government house to visit H. E. the Officer Administering the Government.

NORTHERN NOTES.

MEETINGS OF THE CABINET AND PRIVY COUNCIL.

CONFERENCE WITH MILITARY OFFICIALS.

We take the following from the *Kobe Chronicle* of the 20th ult.—

An impression is beginning to gain ground that Japan is not pressing the demands originally made regarding Manchuria, but is concentrating her whole attention on protecting her interests in Korea. If this be the case, it is by no means unlikely that at the last moment Russia may be inclined to make concessions. The Russian Government still delays making the final reply which Japan has demanded. Meanwhile, there is no cessation in Japan's preparations for emergencies. Another Cabinet Council was held yesterday which was attended by all the Ministers with the exception of the Ministers for Education and Justice. A special meeting of the Privy Council was also held, which is reported to have considered the special subsidy to the Seoul-Fusan Railway and the war preparations. Most of the Ministers attended the meeting of the Council, and Colonel Usagawa, Director of the Military Affairs Bureau in the War Department, was called in and questioned. Mr. Yamaga, Director of the Political Affairs Bureau in the Foreign Office, followed, and gave certain explanations. The proposals laid before the Privy Council by the Government were adopted, and the result immediately reported to the Emperor. It is reported from Tokyo that the Military Arsenal there is very busy making commissary trucks of a new style. A number of naval officers have been appointed to superintend the transports, but the names are kept secret. Until the Russian reply is received, the position must be regarded as unchanged.

STEAMERS CHARTERED.

Further particulars regarding the Government's arrangements for the charter of steamers are now to hand. It appears that all the companies, with the exception of the Nippon Yusen Kaisha, have accepted the Government's proposal as to rate. The latter company, having refused to accept that originally fixed by the Government, 3 to yen, on Friday last notified the Department of Communications that the company would accept 5 yen per ton for first-class boats, 4.50 yen for second, and 3.50 yen for third-class, stating that the company was prepared to place the whole of its fleet at the service of the Government at those rates. The original rate proposed by the Government, 3 to

yen per ton, was computed to include the subsidies granted to the European, American, and Australian lines if they were suspended, but the N.Y.K. thought it impossible to accept such a rate exclusive of the subsidies, and finally submitted their terms as mentioned above. A conference of the Army and Navy authorities and Communication Department will consider the N.Y.K. proposals.

FINANCIAL.

As might be expected in view of the political situation, no improvement is to be reported in the general condition of business, excepting that with the arrival of the New Year the usual year-end settlements and requirements have sensibly increased the demand for money. This is especially so with regard to funds required for the settlement of time bargains in raw cotton, cotton yarn, &c. Consequently the banks are busy. The rate of interest on advances, which has risen higher than was expected, stands at present 1.75 and 1.85 per cent per day, equal to 6.38 and 6.57 per cent per annum. The advances of the Bank of Japan in Osaka stood at ¥3,023,000 on Saturday last, against ¥561,000 at the end of the previous week, but even this amount shows a decrease of some ¥1,500,000 compared with the corresponding date of last year.

In Kobe also the circulation of money has become very brisk, the rate on advances rising on Saturday to about 6.57 per cent per annum, an advance of about 2 rin per Yoo per day compared with the rate at the beginning of the month. Money is required locally in connection with the import of raw cotton and the export of rice. It is reported that the Mitsu and Mitsu Bishi Banks, having received instructions to proceed cautiously, show hesitation in making advances, which is said to be causing merchants considerable inconvenience.

NONE.

As already reported, in London Japanese bonds have fallen heavily. It is believed that as the Specie Bank holds these bonds to the amount of about ¥15,000,000, profits for the present half-year may be seriously affected.

The *Herald* of the 29th ult. says that Mr. Yoshi, Manager of the Osaka Bank of Japan, sent for the leading bankers of the city yesterday and advised them to adopt a calm and deliberate attitude at the present moment and do their best to prevent any financial crisis. The contribution or subscription of War funds for the Government was probably discussed at the meeting; but no particulars are definitely known.

Baron Sone, Minister of Finance, sent for representatives of the Mitsu, Mitsu Bishi, Daiichi, Dai Igo, Daihikyaku, Shogyo, Yasuda and some other leading Tokyo bankers to his official residence on Sunday and had some important conversation with them on financial matters.

THE FILIPINOS AND THE TARIFF.

The country is now at the point where it will be necessary to decide whether the inhabitants of the Philippine islands are to be treated as commercially a part of the American people, their fiscal system assimilated to our own as rapidly as circumstances permit, their products to be regarded as American products, and the people themselves to be gradually imbued with that pride in American citizenship and that loyalty to the American flag which invariably follows commercial identity but which will never exist without it. The alternative of that in the case of the Philippines is that the Filipinos shall be alien dependents, open to our exploitation whenever we determine to exploit them, and certain to be exploited whenever the American people cease to be watchful and determined protectors of their wards. The people of Porto Rico are commercially one with us and we no more have a Porto Rico question than a Dakota question. The people of Hawaii are commercially one with us, and no United States troops are required to maintain order. The Filipinos, on the contrary, are commercial aliens, held by us in subjection but having no privileges in our markets, and we maintain there an army at the cost of perhaps \$60,000,000 or \$70,000,000 a year. The admission of their products to our markets would assure content by assuring prosperity, and we could keep our soldiers at home.

The American people will not long endure this enormous expense without some compensation. It is possible for the conscience even of a nation to be seared with a hot iron and to calmly acquiesce in proceedings which in more innocent days it would regard with horror. We shall exploit the people in the end if we are forced to keep them in subjection with an army. The alternative of maintaining an army in the Philippines is the free admission of their products to our markets. It will not seriously affect our sugar and tobacco industries, but even if it does we have no right to shrink from the penalty. When we elected to take over and conquer the Philippines we assumed certain obligations, unless we proceeded upon the theory that whatever we wanted was ours if we were strong enough to take it.

This measure of decency to the Filipinos and economy for ourselves is vigorously opposed by those Eastern interests which are about to profit by the sacrifice of the West through the Cuban reciprocity treaty. The subject is doubtless under consideration by the President, and will be discussed in his message. It is fair to assume that in response to the earnest demands which come from the Philippines, and in view of the repeated appeals for justice from the trusted Commissioners whom we have sent to govern the islands, the President will advise and Congress enact whatever fiscal regulations are required to make the Filipinos as certain of holding our markets for their products as we expect the Cubans to be. It is claimed that our "peculiar relations" with Cuba make it imperative that we admit Cubans to our markets, are not our "relations" with the Filipinos even more "peculiar."

and their claims for justice correspondingly stronger? Or does "peculiarity of relation" become a "claim" only when certain powerful Eastern interests are to be benefited?—S. F. Chronicle.

COMMERCIAL.

TODAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	91
Bank Bills, on demand	109 13/16
Credits, 4 months' sight	110 3/16
Demits 4 months' sight	110 5/16
ON BERLIN, (demand)	M. 1.85 1/2
ON PARIS, Bank Bills, on demand	2.28 1/2
Credits, 4 months' sight	2.23
ON NEW YORK, Bank Bills, on demand	44 1/2
Credits, 30 days' sight	44 1/2
ON BOMBAY, Telegraphic Transfer	134 1/2
On demand	134 1/2
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private to days' sight	nom.
ON YOKOHAMA, T.T.	89 1/2
overseas, Bank's buying Rate	\$11.00
Gold Leaf 100 touch, per tael	\$57.70
Silver	\$26 13/16

OPIUM QUOTATIONS.

To have quotations are as follows:—	Per chest
SWATOW NEW	@ 950/970
LAST YEAR	@ 980/1,050
OLDEST	@ 1,080/1,100
PATNA NEW	@ 1,262 1/2
SENAES NEW	@ 1,265
SENAES (PARTIAL)	@ 850/950

Today's Advertisements.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation By-laws any Domestic Building or part of such Building which is occupied by members of more than one family shall, unless specially exempted by the Board, be LIMED, WASHED and CLEANSED throughout to the satisfaction of the Board during the months of JANUARY and FEBRUARY.

The Sanitary Board being convinced of the necessity of Cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the 29th FEBRUARY.

NOTE.—The boundaries of the above Districts have been ALTERED and are now as follows:—

THE EASTERN DIVISION OF THE CITY IS BOUNDED ON THE WEST BY GRAHAM STREET AND ENDICOTT STREET.

The Eastern Division of Kowloon is bounded on the West by Robinson Road and a Straight Line drawn from the North end thereof through the Yau-mai reservoir to the Northern boundary of Kowloon.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
4th January, 1904. [91]

ALTERATION.
DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING."

Captain Passmore will be despatched for the above Ports, TO-MORROW, the 8th instant, at Noon, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS, LAPRAK & CO., General Managers. Hongkong, 7th January, 1904. [86]

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.
THE Company's Steamship
"HAICHING."

Captain Gibson will be despatched for the above Port, on SATURDAY, the 9th instant, at 10 A.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS, LAPRAK & CO., General Managers. Hongkong, 7th January, 1904. [85]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"ISCHIA."
Captain Mascagni will be despatched at above on TUESDAY, the 12th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 7th January, 1904. [93]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS)

Today's Advertisements.
THE HONGKONG FROZEN FOOD SUPPLY.
DEPOT No. 3, ICE HOUSE STREET.
FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co. s.s. "TAIWAN," including Mutton, Lamb, Pork, Sucking Pigs, SPICED BEEF, Rabbits, FRITZ SAUSAGES, Pork Sausages, Milk (concentrated), Fresh Butter, Cheese, BACON (PRIME, SMOKED), HAM (PRIME, SMOKED).
Pass Books will be supplied to, and Credit Accounts kept with well known residents.
Price Lists on application.
LAU KUE TONG, Manager.
Hongkong, 7th January, 1904. [92]

THEATRE ROYAL.

BOXING! BOXING! BOXING!
at
CITY HALL,
on
SATURDAY, 9th JANUARY, 1904.

THE BANTAM CHAMPIONSHIP OF CHINA STATION.

LARRY LAYTON of "ALBION,"
(Champion of China Station),
versus
MICKEY LACEY of "VENGEANCE,"
(Champion of Mediterranean Station),
who have already met and drawn, will go 20 Rounds for Championship and a purse.

(HEAVY WEIGHTS)
JONES, R. M. A., of "ALBION,"
versus
MORGAN, A. B., of "VENGEANCE,"
will contest 10 Rounds.

(MIDDLE WEIGHTS)
BERGIN, of "TAMAR,"
versus
STO. BYNG, of "VENGEANCE,"
6-Round Contest for Purse.

(WELTER WEIGHTS)
STO. THOMPSON, of "VENGEANCE,"
(Champion of China Station),
versus
TED SMITH, of "ECLIPSE,"
6-Round Contest for Purse.

(FEATHER WEIGHTS)
COOKE, of "OCEAN,"
versus
DICK CRANE, of "VENGEANCE,"
will contest the Best of 10 Rounds for a Purse.

(MIDDLE WEIGHT CHINA STATION CHAMPIONSHIP)
R. NICHOLLS, of "GLORY,"
versus
TIM HALLIGAN, of "VENGEANCE,"
(Middleweight Champion of Mediterranean),
10-Round Contest for Purse.

*The BAND of H.M.S. "VENGEANCE" under the Direction of Signor CARLO GUIDOTTI will play suitable Selections during the Evening.

Mr. J. ST. CLAIR, the well known Professional, has consented to act as Referee during the Evening.

If time and opportunity permit a Match will be put on between PARKER, of "OCEAN," and TURNER, of "ALBION." TERRY ARMSTRONG, of "VENGEANCE," will also put on if suitable opponent can be found.

Hongkong, 7th January, 1904. [69]

HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a Laughable Farce
"TICKLISH TIMES"
will be given at the
THEATRE ROYAL, CITY HALL,
on
SATURDAY, JANUARY 16th, 1904,
Commencing at 9 P.M.

PRICES:—
Dress Circle \$1
Stalls \$2
Pit \$1
Reserved Seats may be booked at ROBINSON PIANO CO., on and after JANUARY 11th, 1904.

Under the Patronage of H.E. Mr. MAY, C.M.G., H. E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON.
Hongkong, 6th January, 1904. [87]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central.

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THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 9th January.
MARSEILLES, L'DON & A'WERP	"YANGTSE"	On 19th January.
LIVERPOOL	"YANGTSE"	On 19th January.
(With Transhipment at Singapore)	"NESTOR"	On 2nd February.
LONDON & ANTWERP	"KEEMUN"	On 15th February.
GENOA, MARSEILLES & L'POOL	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

S.S. "DARDANUS" left Shanghai on the morning of the 5th inst., and is due here on the 8th inst.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 14th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	9th January, at 4 P.M.
NINGPO and SHANGHAI	"SHAOHSING"	9th " " at 4 P.M.
SHANGHAI	"PAOTING"	11th " " at 4 P.M.
MANILA	"ANHUI"	13th " " at 4 P.M.
MANILA	"TAIYUAN"	23rd " " at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd " " at 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 4th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA
MANILA LINE.Largest and Finest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. B. Smith	3,876	SATURDAY, 9th January, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	THURSDAY, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. MAZDA, Acting Manager.

Hongkong, 7th January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
88 1/3 per cent.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
valued Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves Hong-
kong for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA
LOYD.STEAM FOR
SHANGHAI, NAGASAKI, HIogo
AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN."

of the NORDEUTSCHER LOYD,
Captain Pesch, due here with the outward
German Mail about THURSDAY at Noon, will
leave for the above places about 12/24 hours
after arrival.

NORDEUTSCHER LOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 4th January, 1904.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Oliffent, will be despatched for the
above Ports, TO-MORROW, the 8th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 4th January, 1904.

FOR KOBE, NAGASAKI AND
WLAIDWOSTOCK.

THE Steamship

"STOLBERG."

Captain Deinat, will be despatched for the
above Ports, on SATURDAY, the 9th instant,
at Noon.This Steamer has Superior Accommodation
for First and Second Class Passengers and
carries a Doctor and a Stewardess.For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 2nd January, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as
above, on SATURDAY, the 9th instant,
at Noon.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd January, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, SWATOW, STRAITS
AND RANGOON.

THE Company's Steamship

"PURNEA."

Captain Packham, will be despatched as above
on SATURDAY, the 9th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th January, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG."

Captain Holman, will be despatched as above
on SATURDAY, the 9th January, 1904.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 17th December, 1903.

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE."

Captain W. A. Evans, will be despatched for the
above Ports on or about MONDAY, the 11th
January, 1904, to be followed by the Steamship
"RADNORSHIRE."These Steamers have Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 5th January, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHU"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
1 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$3; Return Ticket, \$5. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Charbonnel, will be despatched for the
above Ports on or about TUESDAY, the 12th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th January, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Australia, ex S.S. Britannia.
From Calcutta, ex S.S. Patana.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.From Alioupi, ex S.S. Nizam.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they will not be recognized.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 2nd January, 1904.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"ALEZIA."

Captain Schönbeld, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods, from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 11th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant at 4 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 4th January, 1904.

BOSTON TOWNSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA."

FROM TACOMA, VICTORIA, YOKO-
HAMA AND KOBE.Cargo at the above Steamer having arrived
per "HONGKONG MARU" from KOBE, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside the latter Steamer.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain J. M. Williamson, having arrived from
the above Port, Consignees of Cargo are
hereby notified that their Goods are being
landed at their risk into the Godowns of the
Wanchai Store Co., at Wanchai, where they
are being stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant will be
subject to rent.All broken, chafed and damaged goods are to
be left in the Godowns where they will be
examined on a date to be hereafter appointed.
Consignees of Cargo will please note that
before delivery can be obtained, they must sign
the General Average Bond which is lying at
the Office of the Undersigned.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.

American Asiatic S.S. Co.

Hongkong, 5th January, 1904.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by TUESDAY, the 5th instant, at 10 A.M.,
will be landed and stored at Consignees' risk
and expense.J. STUART THOMSON,
Acting Agent.

Hongkong, 2nd January, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of
the 8th instant will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 6th January, 1904.

THE WEATHER.

The following report is from Mr. F. G. Figg,
acting Director of the Hongkong Obser-
vatory:—On the 7th at 11.50 a.m. The barometer
continues to rise over Japan, and has com-
menced to fall over N. China.The anticyclone still covers China and the
greater part of Japan.Gradients are decreasing, and the monsoon
will moderate in the Formosa Channel and N.
part of the China Sea, but continue to blow
strongly over the middle and S. parts of China
Sea.Forecast:—fresh to moderate NE. winds;
fair.Barometer 30.39 30.31
Temperature 58 56
Humidity 61 63
Rainfall..... — —CHINA COAST METEOROLOGICAL REGISTER
January 7th, 1904, 6 a.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. 30.17 1 83 — 0 c

Yokohama 6 a.m. 30.04 — — NW 0 c

Hakodate " 30.28 — — NE 2 "

Tokyo " 30.30 — — NW 2 "

Kobe " 30.30 — — NW 0 "

Nagasaki " 30.50 — — 0 "

Kagoshima " 30.50 — — NE 2 "

Oshima " 30.43 — — N 2 "

Naha " 30.41 — — NE 2 "

Ishigaki " 30.37 — — NE 4 "

Taihoku 5 a.m. — — — — E 6 "

Taichu " 30.32 — —

Shipping.

Hermann Lerche, Russian s.s., 1871, Dahlström, 6th Jan.,—Wladivostok 30th Dec., Ballast—B. & Co.
 Hoibang, Fr. s.s., 509, Coser, 6th Jan.,—Haiphong and Hoihow 3rd Jan., Rice and Pigs—A. R. M.
 Rajaburi, Ger. s.s., 1189, Wendig, 7th Jan.,—Bangkok 30th Dec., Gen.—M. & Co.
 Hailong, Br. s.s., 783, Gibson, 7th Jan.,—Swatow 6th Jan., Gen.—D. L. & Co.
 Kwongsang, Br. s.s., 1427, Lake, 7th Jan.,—Canton 6th Jan., Gen.—J. M. & Co.
 Waishing, Br. s.s., 1170, Courtney, 7th Jan.,—Canton 6th Jan., Gen.—J. M. & Co.
 Taishun, Ch. s.s., 1216, Jamieson, 7th Jan.,—Canton 6th Jan., Gen.—C. M. S. N. Co.
 Hangsang, Br. s.s., 1356, Wilde, 7th Jan.,—Shanghai 3rd Jan., Gen.—J. M. & Co.
 Haiching, Br. s.s., 1267, Passmore, 7th Jan.,—Cochow 5th Jan., and Amoy 6th Jan., D. L. & Co.
 Tamha Maru, Jap. s.s., 3800, Wale, 7th Jan.,—Shanghai 4th Jan., Gen.—N. Y. K.
 Chihli, Br. s.s., 1142, Tuckwell, 7th Jan.,—Swatow 6th Jan., Ballast—B. & Co.
 Anping Maru, Jap. s.s., 1053, Gibson, 7th Jan.,—Cochow and Swatow 6th Jan., Gen.—O. S. K.
 Ningpo, Br. s.s., 1240, Boyd, 7th Jan.,—Chinking 3rd Jan., Gen.—B. & S.

Clearances at the Harbour Office.

Hsieh Ho, for Shanghai.
P. C. K'um, for Bangkok.
Holstein, for Haiphong.
Chim, for Saigon.
Fausang, for Singapore.
Lyceum, for Canton.
Chiyuen, for Canton.
Tientsin, for Bombay.
Whumpha, for Shanghai.
Alasia, for Yokohama.
Hsieh Ho, for Shanghai.
Prinz Valdemar, for Port Arthur.

Passengers arrived.

Per *Hailong*, from Swatow—Messrs. Coffin, May, Richardson, and Co. Chinese.
 Per *Hailong*, from Shanghai, &c.—Messrs. Spencer, Ankers, Innes, Craske, and 40 Chinese.
 Per *Tamha Maru*, from Shanghai for Hongkong—Mrs. Sebrae, Mrs. S. L. Messrs. W. Tomotune, G. Reid, K. Hara, L. Lewenthal, J. T. Allen, P. H. Davis, Rin Toki San, Rin Sen and Rin Kei Ji. For Singapore—Mr. and Mrs. B. G. Dum, Messrs. G. E. Halford, and Mr. and Mrs. S. Ott. For Penang—Mr. F. Brewer. For Colombo—Mr. Hamilton Smith. For Marseilles—Mr. and Mrs. H. I. Sewell. For London—Mr. E. T. Evans, Messrs. Dejean, Mr. E. T. Evans, and Mrs. F. Esaki. For London—Mr. I. B. McKay, Mrs. M. Blamco, and Mr. K. Kawasumi.

Passengers departed.

Per *Sungking*, for Manila—Mr. and Mrs. S. R. Stevens and child, Mr. and Mrs. H. G. Gille, Mr. and Mrs. W. M. Horrie, Mrs. M. Salter, Mrs. F. D. Burdett, Miss F. Horrie, Miss M. Ramirez, Capt. J. Schull, Messrs. P. Wolff, E. R. Hay, H. H. Kenagy, J. Huston, S. Schondelmayer, A. W. Bush, E. Bencke, H. W. Deck, C. Saavedra, and H. A. Macfarlane.

Steamers Expected.

Vessels	From	Agents	Due
Chenan	Singapore	B. & S.	Jan. 8
Dardanus	Shanghai	B. & S.	Jan. 9
China	Shanghai	P. M. Co.	Jan. 9
Keemun	Singapore	B. & S.	Jan. 9
Kweiyang	Hoihow	B. & S.	Jan. 9
Perla	Manila	S. T. & Co.	Jan. 9
Kailong	Manila	B. & S.	Jan. 9
Athenian	Shanghai	C. P. R. Co.	Jan. 10
Denbighshire	Shanghai	S. T. & Co.	Jan. 10
Ernest Simons	Singapore	M. M. & Co.	Jan. 11
Lalsang	Singapore	M. M. & Co.	Jan. 11
Palma	Singapore	D. & Co.	Jan. 11
Macduff	Singapore	D. & Co.	Jan. 11
Emp. of India	Vancouver	C. P. R. Co.	Jan. 18
Doric	San Francisco	O. & O. Co.	Jan. 19
Indravelli	Portland	P. & A. Co.	Jan. 19

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Sainam	at Kowloon	Dock	
Anhui	"	"	
Loongsang	"	"	
Powan	"	"	
Haitan	"	"	
Kansu	"	"	
Triumph	"	"	
Devayongse	"	"	
Amigo	"	"	
Taitar	"	"	
H. G. M. S. Mowee	"	"	
H. M. S. Glory	"	"	
U. S. A. T. Sacramento	"	"	
Salamanca	Cosmopolitan	"	
Chihli	"	"	
Paul Beau	"	"	
U. S. S. Rainbow	"	"	
Waihora	Aberdeen	"	

Shipping Reports.

Str. *Hailong* from Shanghai—Strong N.E. wind, and moderate sea.
 Str. *Hailong* from Swatow—Strong monsoons, heavy sea, fine and clear.
 Str. *Hailong* from Foonchow—Strong N.E. wind and high sea, moderating towards Hongkong.
 Str. *Nipho* from Chinking—On the 6th inst. passed H.M.S. *Galat* off Dodd Island, bound N.

Vessels in Port.

STRAMER.
 Amara, Br. s.s., 1565, Mattock, 5th Jan.,—Moji 31st Dec., Coal—L. M. & Co.
 Andree Rickmers, Ger. s.s., 1021, Köhn, 6th Jan.,—Bangkok 29th Dec., Rice—A. K. & Co.
 Anping, Br. s.s., 1050, Cowan, 1st Jan.,—Amoy 31st Dec., Ballast—B. & S.
 Arara, Br. s.s., 2481, Williamson, 4th Jan.,—Manila 1st Jan., Gen.—S. T. & Co.
 Arratoon Apar, Br. s.s., 2931, Fey, 6th Jan.,—Calcutta 19th Dec., Penang and Singapore 30th Jan., Gen.—D. S. & Co. Ltd.
 Ayri, Br. s.s., 1055, Gibson, 5th Jan.,—Moji 31st Dec., Coal—D. S. & Co. Ltd.
 Charles Thierghien, Fr. s.s., 2790, Roy, 25th Dec.,—New York via Singapore and Manila 13th Oct., Gen.—D. S. & Co. Ltd.
 Chowlat, Ger. s.s., 1115, Textor, 29th Dec.,—Bangkok 22nd Dec., Rice—B. & S.
 Clam, Br. s.s., 2341, Evans, 23rd Dec.,—Ballikappa 19th Dec., Liekeid Fuel Order.
 Clavburn, Br. s.s., 2358, Parker, R.N.R. 27th Dec.,—New York 27th Oct., Case Oil—S. C. Co.
 Dunolly, Br. s.s., 2126, White, 5th Jan.,—Westport, N.Z. via Newcastle, N.S.W. 11th Dec., Coals—D. S. & Co. Ltd.
 Empress of China, Br. s.s., 3046, Archibald, R.N.R., 22nd Dec.,—Vancouver, 8th, 30th Nov., and Shanghai 19th Dec., Mails and Gen.—C. P. R. Co.
 Firth of Forth, Br. s.s., 1894, Swanton, 5th Jan.,—Moji 30th Dec., Coal—D. S. & Co. Ltd.
 Germania, German s.s., 1714, Bruhn, 6th Jan.,—Canton 5th Jan., Gen.—J. M. & Co.
 Germanica, Ger. s.s., 2575, Behrmann, 31st Dec.,—Batoum 11th Nov., Cases Oil—Order.
 Gloamin, Br. s.s., 2240, Leamonth, 31st Dec.,—Penang 14th Nov., Coals—Admiralty.
 Gregory Apar, Br. s.s., 2993, O'Brien, 30th Dec.,—Calcutta 12th Dec., via Penang and Singapore 22nd Jan., Gen.—D. S. & Co. Ltd.
 Haitan, Br. s.s., 1882, Roach, 5th Jan.,—Swatow 4th Jan., Gen.—D. L. & Co.
 Hansa, Ger. s.s., 1201, Weidlich, 29th Dec.,—Port Louis and Mauritius 6th Dec., Sugar—Nam Wing & Co.
 Heathdene, Br. s.s., 2777, Melburn, 3rd Jan.,—Moji 29th Dec., Coal—M. B. K.
 Hongkong Maru, Jap. s.s., 3447, Filmer, 31st Dec.,—San Francisco 3rd Dec., Honolulu 10th, Yokohama 24th, Kobe 25th, Nagasaki 27th, and Manila 29th, Mails and Gen.—P. M. S. S. Co.
 Hopsang, Br. s.s., 1359, Hay, 4th Jan.,—Moji 29th Dec., Coal—J. M. & Co.
 Indrasmita, Br. s.s., 3366, Craven, 24th Dec.,—Manila 20th Dec., Bamboos and Gen.—Allen Cameron.
 Ischia, Ital. s.s., 2784, Maganzini, 6th Jan.,—Singapore 29th Dec., Gen.—C. & Co.
 Kolsichang, Ger. s.s., 1229, Spiesen, 4th Jan.,—Bangkok 26th Dec., Rice and Gen.—V. & Co.
 Kowloon, Ger. s.s., 1487, Stehr, 5th Jan.,—Canton 5th Jan., Gen.—S. & Co.
 Laertes, Br. s.s., 1340, Jackson, 3rd Jan.,—Saigon 28th Dec., Rice and Meal—Nam Wing & Co.
 Loongsang, Br. s.s., 1092, Weigall, 2nd Jan.,—Manila 30th Dec., Ballast—J. M. & Co.
 Lyria, Ger. s.s., 1315, Porcelens, 5th Jan.,—Hamburg 22nd Nov., Marine Stores—H. A. L.
 Madeleine Rickmers, Ger. s.s., 1020, Sanders, 2nd Jan.,—Bangkok 25th Dec., Rice—B. & S.
 Maria Valera, Aust. s.s., 2613, Berberovich, 5th Jan.,—Singapore 30th Dec., Gen.—S. W. & Co.
 Marie Jéhen, Ger. s.s., 1771, Bendixen, 3rd Jan.,—Samarang 16th Dec., Sugar—J. & Co.
 Mausing, Br. s.s., 1644, Rolfe, 25th Dec.,—Borneo Ports 19th Dec., Timber—J. M. & Co.
 Onsang, Br. s.s., 1871, Davies, 1st Jan.,—Java 22nd Dec., Sugar—J. M. & Co.
 Pasha, Br. s.s., 3839, Elliot, 31st Dec.,—Passenger (Java) 16th Dec., Sugar—J. M. & Co.
 Phra Chula Chom Kiao, Ger. s.s., 1012, Bohn, 5th Jan.,—Bangkok 28th Dec., Rice—B. & S.
 Phranang, Ger. s.s., 1021, Mangelsdorff, 29th Dec.,—Bangkok 22nd Dec., Rice—B. & S.
 Progress, Ger. s.s., 687, Bremer, 1st Jan.,—Swatow 31st Dec., Gen.—S. & Co.
 Quarta, Ger. s.s., 1146, Johannsen, 29th Dec.,—Mauritius 4th Dec., Sugar—S. W. & Co.
 Rijnmar, Jap. s.s., 2980, Pyne, 5th Jan.,—Seattle 2nd Dec., Flour, Milk and Coal—N. Y. K.
 Rosetta Maru, Jap. s.s., 2493, Smith, 5th Jan.,—Manila 3rd Jan., Gen.—T. K. K.
 Rubi, Br. s.s., 1611, Almond, 4th Jan.,—Manila 2nd Jan., Gen.—S. T. & Co.
 Shingu Maru, Jap. s.s., 3002, Kakutaro, 29th Dec.,—Kuchinotzu 24th Dec., Coal—M. B. K.
 Stolberg, Ger. s.s., 1553, Kirchner, 31st Dec.,—Moji 27th Dec., Coal and Gen.—H. A. L.
 Strombus, Br. s.s., 3928, Stock, 3rd Jan.,—Singapore 25th Dec., Petroleum—A. P. Co.
 Taihu, Ger. s.s., 1063, Ueberfeld, 2nd Jan.,—Hongkong 30th Dec., Coal—S. & Co.
 Tartar, Br. s.s., 4475, Evans, 16th Dec.,—Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.

Post Office.

A Mail will close for—

Canton—Per *Hailong*, 8th Jan., 7.30 A.M.
 Swatow, Singapore and Bangkok—Per *Phanang*, 8th Jan., 9 A.M.
 Swatow and Bangkok—Per *Kolsichang*, 8th Jan., 9 A.M.
 Yokohama—Per *Strathgyle*, 8th Jan., 9 A.M.
 Bangkok—Per *M. Rickmers*, 8th Jan., 11 A.M.
 Swatow, Amoy and Foonchow—Per *Hailong*, 8th Jan., 11 A.M.
 Macao—Per *Heungshan*, 8th Jan., 1.15 P.M.
 Straits and Calcutta—Per *Gregory Apar*, 8th Jan., 2 P.M.
 Kongsamoon, Kunchuk and Samshui—Per *See Yuh*, 8th Jan., 3 P.M.
 Nantao—Per *Taichun*, 8th Jan., 5 P.M.
 Sanbue—Per *Hoi Fu*, 8th Jan., 5 P.M.
 Macao—Per *Wingchui*, 8th Jan., 5 P.M.
 Canton—Per *Kinsang*, 8th Jan., 5 P.M.
 Singapore, Penang and Colombo—Per *Tamha Maru*, 8th Jan., 5 P.M.
 Canton—Per *Hankow*, 9th Jan., 7.30 A.M.
 Manila—Per *Rubi*, 9th Jan., 9 A.M.
 Swatow—Per *Hailong*, 9th Jan., 9 P.M.
 Haiphong—Per *Hoihow*, 9th Jan., 9 P.M.
 Manila—Per *Loongsang*, 9th Jan., 10 A.M.
 Manila—Per *Rosetta Maru*, 9th Jan., 10 A.M.
 Kobe, Nagasaki and Vladivostok—Per *Stolberg*, 9th Jan., 10 A.M.
 Shanghai—Per *Maria Valera*, 9th Jan., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, 9th Jan., 11 A.M.
 Macao—Per *Heungshan*, 9th Jan., 1.15 P.M.
 Sandakan—Per *Mausang*, 9th Jan., 2 P.M.
 Ningpo and Shanghai—Per *Shanhsing*, 9th Jan., 3 P.M.
 Amoy, Swatow, Straits and Rangoon—Per *Purnea*, 9th Jan., 3 P.M.
 Kongsamoon, Kunchuk and Samshui—Per *See Yuh*, 9th Jan., 3 P.M.
 Shanghai—Per *Wangsun*, 9th Jan., 3 P.M.
 Nantao—Per *Taichun*, 9th Jan., 5 P.M.
 Sanbue—Per *Hoi Fu*, 9th Jan., 5 P.M.
 Macao—Per *Wingchui*, 9th Jan., 5 P.M.
 Canton—Per *Fatsun*, 10th Jan., 9 A.M.
 Swatow, Amoy and Foonchow—Per *Anping Maru*, 10th Jan., 9 A.M.
 Canton—Per *Hankow*, 11th Jan., 7.30 A.M.
 Shanghai—Per *Kinsang*, 11th Jan., 5 P.M.
 Canton—Per *Hankow*, 12th Jan., 7.30 A.M.
 Canton, &c., India, via Tientsin—Per *Amoy*, 12th Jan., 11 A.M.
 Singapore, Penang and Bombay—Per *Tschia*, 12th Jan., 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Seattle—Per *Rijnmar*, 12th Jan., 3 P.M.
 Canton—Per *Fatsun*, 12th Jan., 5 P.M.
 Canton—Per *Hankow*, 13th Jan., 7.30 A.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australia*, 13th Jan., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 13th Jan., 11 A.M.
 Manila—Per *Anhui*, 13th Jan., 3 P.M.
 Canton—Per *Kinsang*, 13th Jan., 5 P.M.
 Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma—Per *Zyra*, 13th Jan., 11 A.M.
 Manila—Per *Zyfra*, 16th Jan., 9 A.M.
 Europe, &c., India, via Tientsin—Per *Bayern*, 20th Jan., 11 A.M.

VISITORS AT THE HOTELS.

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 Bell, Mr. D. W. Stephens, Mr. & Mrs. Brewer, F. M. J. D.
 Cook, Mr. & Mrs. Hugo Stirling, Mrs. Yates
 Halford, Gilbert G. Stirling, Miss Helen
 Hawley, Mr. & Mrs. Stirling, Miss Margaret
 Geo. T. Stirling, Jr., Mrs. Yates
 Hick, W. M. Stirling, U.S.N., Rear-Admiral
 Hollingsworth, A. H. Stirling, Jr., U.S.N., Lt. Lyons, Ed. Stirling, U.S.N., Lt. Lyons, Ed. (Consul for Stokes, Capt. and Mrs. Penn)
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 Roos, Mr. and Mrs. T. Talati, Mr. and Mrs. M. J. R.
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 Mrs. B. F. Wallace, Mrs. H. Reynell, Mrs.

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 Bell, J. F. Johanson, M.
 Blair, D. R. Kawata, K.
 Boyce, W. R. Lee, G. E.
 Campbell, R. E. Capt. Macfarlane, Dr. and Mrs. H.
 Christie, Mrs. & Mr. D. Marston, Mr. and Mrs. L.
 Cronin, John Newborn, R. H.
 Donald, W. H. Newby, E. C.
 Dubut, Mme. Ranney, Mr. and Mrs. F. O.
 Eyrre, Mr. and Mrs. H. Roberts, A. G.
 Fernandez, J. Robertson, W. R.
 Gotschell, L. Rutherford, N. H.
 Hayter, Heckford, R. G.
 Heyme, E. B. Thomson, J. D.
 Hills, Mrs. A. G. Whitmore, K.
 Hills, L. D. Williams, W. H.

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 children Nuppbad, C. W.
 Crego, Mr. Rabe, Jno.
 Gibson, I. S. Roberts, Capt. W.
 Hough, Dr. Ryan, James J.
 Howk, A. Smith, J.
 Jacobs, M. Trotter, E. W. and son
 Kendall, F. M. Vance, W.
 Marshall, Miss G. Whitley, Mr.
 Marshall, A. F. Young, L. C.
 McCurdy, Mr.

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 Behnert, Mr. McChesny, D. N.
 Bell, Robert V. Merleker, Lieut.
 Evans, E. J. Ritchie, Mr. and Mrs.
 Harrison, W. B. and child
 Hudson, Mrs. Shaffer, Thos.
 Kennedy, Mrs. Williams, Capt.

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 Beaumont, Mrs. R. Mast, Mr. and Mrs. E.
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 Dean, G. Roberts, C. W.
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 Douglas, Capt. & Mrs. J. Sayle, R. T. D.
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 Edgar, Mr. A. Skott, C.
 Emerson, A. R. Somerville, Geo.
 Fisher, H. G. Sterling, Mr. and Mrs.
 Glover, C. Edward
 Goerstein, C. V. Stewart, Hon. J.
 Grant, A. W. Stonor, O. F.
 Hall, Capt. T. Stonor, Capt. and Mrs.
 Hammer, W. T. Leslie C.
 Hanmer, Thos. A. Taylor, Mrs.
 Haughton, W. B. Thomas, C. B.
 Hayton, J. T. Trevoux, J.
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 Hill, Mr. and Mrs. Vail, Mrs. G. I.
 Holt, Miss H. Vail, Miss
 Hooper, Mr. and Mrs. Vanrenen, F. A.
 Icely, Rev. J. Vernon, Mr. and Mrs.
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 Lewis, A. R. Zeisler, J.

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 Bayley, Kenneth Lurgens, R.
 Beattie, A. Martin, R.
 Beattie, J. M. Mayer, Mrs.
 Bensen, Major & Mrs. McDermott, A. P. B.
 Bolagovsky, Mr. & Mrs. Mitchell, R.
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 Bunn, Major and Mrs. Ollis, Mr. and Mrs.
 Brabson, R. A. Ormiston, Major and Mrs.
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 Harding, R. Spalckhaver, W. O. C.
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 and Mrs. Watson, Dr. P.
 and children Wenborn, S. T.

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 Bent, Mrs. Stanley and children
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 Dann, G. H. Grant
 Felt, J. S. Walker, Lieut. & Mrs.
 Gaskell, Mr. and Mrs. and child
 Harvey, Lieut. and Woodward, Mr. & Mrs.
 Helms, W. and children

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 Chandler, Lt. F. Rehwalder, Capt.
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 Lunder, J. H. Wierthmann, Paul
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 Behnert, Mr. McChesny, D. N.
 Bell, Robert V. Merleker, Lieut.
 Evans, E. J. Ritchie, Mr. and Mrs.
 Harrison, W. B. and child
 Hudson, Mrs. Shaffer, Thos.
 Kennedy, Mrs. Williams, Capt.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half year ending 30.6.1903	\$650
National Bank of China, Ltd.	\$ 8	3 1/4 = \$1.96 1/2 for 1902	\$31 1/2 b.
Do. Founders	\$ 2	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	3 1/2 per cent = \$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	10 % = \$1 for year ended 30.4.1903	\$56 s.
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	\$18.220
Yantai In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$310 s.
China Fire In. Co., Ltd.	\$ 20	\$5 per share for 1901	\$92 1/2 sa.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$31 1/2 sa. & s.
Indo-China S. N. Co., Ltd.	\$ 10	5 % = 10/- per share for 1902	\$73 1/2 sa.
China & Manila S.S. Co., Ltd.	\$ 10	10 % = \$5 per share for 1902	\$18 s.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 s.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12 % for year ending 30.6.1903	\$30 sa.
"Shell" Transport & Trading Co., Ltd.	\$ 5	60 cts. 30.4.03	\$19
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£1 2/6 b.
Shanghai Tug & Lighter Co. Limited.	Tls. 50	Interim of 2 % for 1903	Tls. 30
Do. Preference	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 50 sa.
Do.	Tls. 50	Interim of 3 1/4 % = Tls. 1.75	Tls. 47 1/2 s.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$103 b.
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5 % = Tls. 2 1/2 for year ending 30.6.1903	Tls. 55
MINING.			
Panjom Mining Co., Ltd.	\$ 11	None	\$1
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$7.5
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 b.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$ 6 for 1st year 30.6.03	\$209 sa.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1st year ending 31.10.1903	Tls. 122 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$6 s.
New Amoy Dock Co., Ltd.	\$ 5 1/2	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkwé Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9.80 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$155 b.
Kloof Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 b.
West Point Building Co., Ltd.	\$ 30	Interim of \$1 1/2 for 1903	\$52 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1st year 1903	\$148 sa.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/4 % for year ending 30.6.03	\$28
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 13 1/2
Hampreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 1/2 sa.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 104 1/2 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for } 1902/1903	\$15 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8 % for period ended 31.10.1901	Tls. 33 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 25 b.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 sa.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 170
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1903	\$200 b.
Philippine Co., Ltd.	\$ 10	First year	\$10
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	18 1/2 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1903	\$12 1/2 b.
Watkins, Ltd.	\$ 10	1st per share for 1902	\$14 1/2 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2 sa.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.1.1903	\$7 sa.
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$149 b.
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$25
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$ 60	\$12 for year ending 31.7.1903	\$127 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6		\$5 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$20 b.
Do. Founders	\$ 10	\$29.70 }	\$201 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 % making 12 % for year	\$15 1/2 b.
China Light & Power Co., Ltd.	\$ 10	None	85 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9 b.
Maatschappij for Mijn- & Boschend Landbouw exploitatie in Langkat, Limited	Guilders 100	{ 5th interim dividend of Tls. 7 1/2 paid } 15.12.1903 making 50 for Tls. 35 for the year ending 31.12.03	Tls. 315
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$25
South China Morning Post, Ltd.	\$ 25	First year	\$25
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January 5th.

R. G. HECKFORD,
MANAGER.